

25X1

Approved For Release 2003/08/06 : CIA-RDP82-00457R006900590011-4

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1

## INFORMATION REPORT

CE NO

25X1

INTELLOFAX 14

SUBJECT: Aircraft Engine Plant No 478 at Zaporozhe

DATE DISIR 7 March 1952

NO. OF PAGES 2

PLACE  
ACQUIRED

25X1

NO. OF ENCLS 1  
(LISTED BELOW)DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

25X1

25X1

1. Aircraft Engine Plant No 478 is in Zaporozhe, Ukrainian S.S.R. (1) According to the plant received its power from the large Dnepr power plant in Kiev Zaporozhe.

2. The plant was under a civilian manager. (2) Air force officers wearing blue uniforms were seen daily at the test stand and in the engine department.

3. After September 1945, two radial engines were produced per week. (3) Motors for motorcycles were also manufactured and installed at the plant. These were 750 cc Otto motors. No details on the monthly output of motorcycles is available.

25X1

4. Ten to twelve small radial engines were usually being tested on the test stands of the plant. The power of these engines at 400 HP at most.

25X1

25X1

5. The plant was officially designated Baranova. (4) The Soviet workers and engineers called it Zone I. The plant's electrical laboratory was subdivided into five or six departments. It was equipped with measuring instruments, ammeters and voltmeters, resistances and small transformers for the testing of the electric apparatus of the plant. The laboratory was not yet completed. The plant received its power from the Zaporozhe power plant. The plant was going to have a power plant of its own.

25X1

25X1

6. Work was done in three shifts with a work force of about 2,500 in each shift. Of the workers 50 percent were women and juveniles. (5) About 400 PWs were employed in construction work.

7. The plant seemed to be in an initial stage of production and did not work to capacity. The casting of aircraft engine pistons was seen in the foundry. The pistons were about 30 cm high and 10 cm in diameter. (6)

CLASSIFICATION

CONFIDENTIAL

STATE	NAVY	NSRB	DISTRIBUTION
ARMY	AIR	FBI	

25X1

1 JUL

Approved For Release 2003/08/06 : CIA-RDP82-00457R006900590011-4

25X1

25X1

CONFIDENTIAL- [REDACTED]

2

25X1

CENTRAL INTELLIGENCE AGENCY [REDACTED]

## [REDACTED] Comments.

- (1) See Annex 1 for a layout sketch of the plant. A sketch of the location and layout of this plant was transmitted previously. The information in the earlier sketch on Zone I of the plant is confirmed in all essential points by the sketch attached to the present report.
- (2) According to a previous report the manager of the plant was one Ovsinzoff (fnu), and the chief engineer was Komarov (fnu), who, however, should not be confused with General Komarov, the director of plant No 45 in Moscow. The air force officers seen at the plant were acceptance and control commissions of the Ministry for Aviation Industry.
- (3) This statement can only refer to the output of the specific section of the plant. [REDACTED] saw 10 to 12 engines running at the test stands at all times in the fall of 1949, which would indicate much higher output. The production of motorcycles is confirmed.
- (4) Baranov was reported for the first time as the official designation of the plant. This information appears credible, since Baranov was a metal lathe worker and an old-time revolutionary who in 1917 saved Lenin and Zinovyev from arrest by driving them to Finland. Until his death in 1922, he held high military and economic positions.
- (5) The data on the work force appears to be exaggerated. It is believed more probable that about 1,500 workers were assigned to each of the two day shifts and a smaller number to the night shift.
- (6) The stated measurements of the rough castings are believed to be too large. Contradictory information makes it difficult to determine the type of engines built in Zaporozhe. It was previously believed that the ASh-21 and ASh-82 type engines were in production at the plant. A report published by the Soviet press in 1948 indicated that Soviet aircraft engine designer Isayev (fnu), bearer of the Stalin prize, was connected with the type engine to be produced in Plant No 478.

1 Annex: Sketch.

CONFIDENTIAL- [REDACTED]